

ALASKA  
PUGET SOUND  
BRITISH COLUMBIA



BRITISH COLUMBIA COAST  
STEAMSHIP SERVICE  
**CANADIAN  
PACIFIC  
RAILWAY CO.**

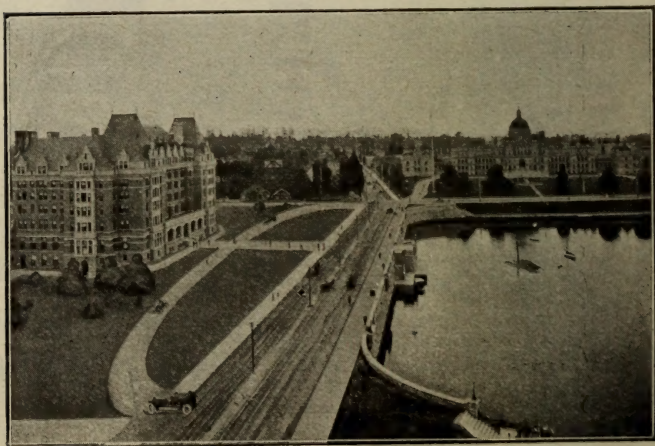
## VICTORIA, B. C.

Victoria, B. C., which has been described as a transplanted section of Old England, is charmingly situated, overlooking the Straits of Fuca, and affords many features of interest to the visitor. Its climate is superior, perhaps, to that of any city on the North Pacific coast. It was until recently the British Naval Station and rendezvous on the North Pacific, and the naval stores, houses, workshops, dry docks, and immense fortifications are objects of interest to the visitor. Victoria has many miles of magnificent roads and Government buildings which rank among the handsomest in America. The Canadian Pacific has constructed a magnificent new tourist hotel, known as the Empress, magnificently located near the Parliament buildings and overlooking the harbor.

This superb hotel is a magnificent structure provided with every convenience for the comfort and enjoyment of its patrons.

Victoria is screened from view until the steamer rounding a rocky promontory drops almost suddenly into the spacious harbour; shipping and warehouses, villas along the shore and wooded heights, lofty churches and public buildings, and towering above all, the noble pile of the new Parliament buildings, the finest in Canada, all come into view with startling suddenness as the steamer glides smoothly into the deep pellucid basin.

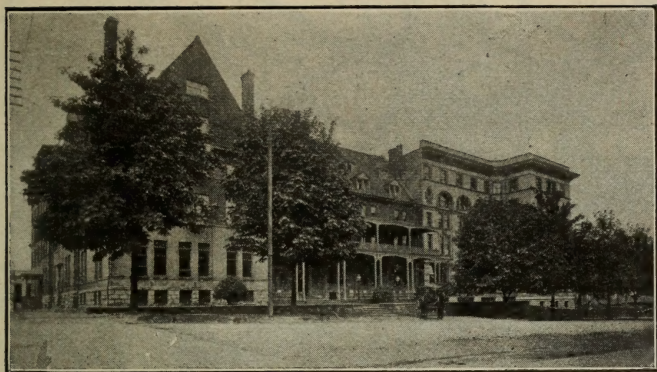
It is the first and last port of call for the steamers of the Empress and other lines trading to Asia, Australia, the Straits Settlements and New Zealand.



Canadian Pacific Empress Hotel and Parliament Buildings,  
Victoria, B. C.

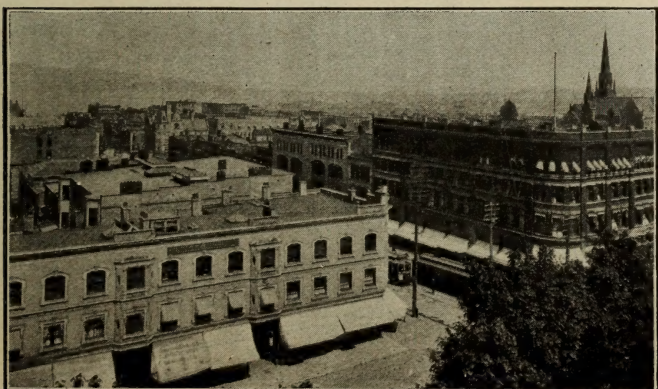


# VANCOUVER, B. C.



Vancouver Hotel, Vancouver, B. C.  
Canadian Pacific Railway Hotel System.

Vancouver, B. C., is situated on the landlocked harbor of Burrard Inlet, the Pacific terminus of the Canadian Pacific Railway, and the home port of the Canadian Pacific Railway White Empress Line to Japan and China, and the steamship line to Hawaii and Australia. It is a beautiful city and has many points of interest to the visitor. Stanley Park with its "big trees" and luxuriant foliage, Capilano Canyon, etc.; by electric cars fifteen miles, Steveston on the Fraser is reached, the headquarters of the salmon fishing industry of British Columbia. One of the sights at Steveston, which many visitors take in, is the brown-and-white sailed fishing fleet, beating out to the fishing grounds against a fresh breeze on Sunday evening, and then watch as the darkness falls, the hundreds of twinkling lights out on the Gulf of Georgia, as the boats drift along at the end of the long line of dark floats to which their nets are attached.

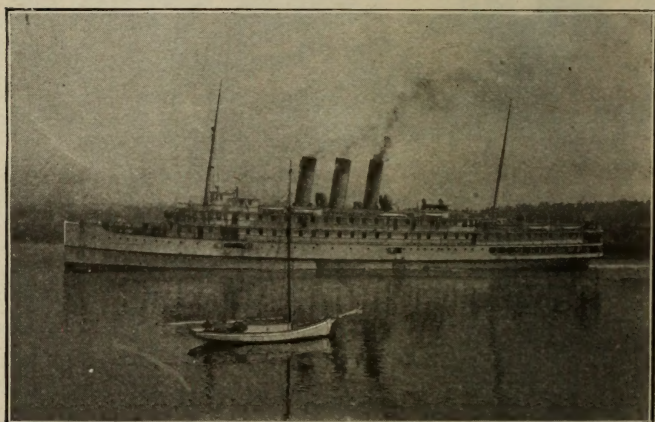


View of Vancouver from Canadian Pacific Hotel.

## Seattle, Victoria and Vancouver Service.

The most interesting and enjoyable trip on the North Pacific Coast, is that provided by the new Twin Screw Steamship "Princess Victoria," operated by the Canadian Pacific Railway between Seattle, Victoria and Vancouver.

The Steamship "Princess Victoria" is the fastest and most comfortable steamship on the Pacific Coast. She was built under special Lloyd's survey, safe and seaworthy in every respect, with stateroom accommodation for 200 passengers, every thought and care having been exercised in her construction to combine great speed and comfort to passengers. The runs between Seattle and Victoria and Victoria and Vancouver are usually made in four hours, the Steamship "Princess Victoria" maintaining an average speed of 18 knots per hour and making 322 miles in the 24 hours. One whose time is limited and who wishes quietly to realize, to any extent, what he has heard of the Puget Sound and Gulf of Georgia trip, can make it in one day, having sufficient time during the stops at Victoria and Vancouver for a drive through these interesting and thriving cities.



Canadian Pacific S. S. "Princess Victoria."  
Seattle-Victoria-Vancouver Service.

### HOW YOU CAN SPEND A SUNDAY

*Realize the beauties of Puget Sound and enjoy a few hours in Victoria and Vancouver*

Lv. Seattle . . . . .	Saturday 12 midnight
Ar. Victoria . . . . .	Sunday 6.00 a. m.
Lv. Victoria . . . . .	Sunday 7.30 a. m.
Ar. Vancouver . . . . .	Sunday 11.30 a. m.
Lv. Vancouver . . . . .	Sunday 1.00 p. m.
Ar. Victoria . . . . .	Sunday 5.00 p. m.
Lv. Victoria . . . . .	Sunday 6.30 p. m.
Ar. Seattle . . . . .	Sunday 10.30 p. m.

From Seattle to Victoria . . . 30 days' limit, \$3.50; week end, \$2.00  
From Seattle to Vancouver . . . 30 days' limit, \$7.50; week end, \$5.00

Week-end excursion tickets on sale Fridays and Saturdays. Good to return following Sunday.

**Permitting 3 hours in Victoria, 1 1-2 hours at Vancouver, travelling 322 miles, and home in time to catch your car.**



# BRITISH COLUMBIA

## CANADIAN PACIFIC STEAMSHIP

### ALASKA SERVICE

STEAMSHIP	Leave Victoria 11 p. m.	Leave Vancouver 11 p. m.	P P
Princess May.....	May 3	May 4	
Princess May.....	" 13	" 14	
Princess May.....	" 23	" 24	
Princess May.....	June 2	June 3	
Princess Royal.....	" 8	" 9	
Princess May.....	" 14	" 15	
Princess Royal.....	" 20	" 21	
Princess May.....	" 26	" 27	
Princess Royal.....	July 2	July 3	
Princess May.....	" 8	" 9	
Princess Royal.....	" 14	" 15	
Princess May.....	" 20	" 21	
Princess Royal.....	" 26	" 27	
Princess May.....	Aug. 2	Aug. 3	
Princess Royal.....	" 8	" 9	
Princess May.....	" 14	" 15	
Princess Royal.....	" 20	" 21	
Princess May.....	" 26	" 27	
Princess Royal.....	Sept. 2	Sept. 3	
Princess May.....	" 8	" 9	
Princess Royal.....	" 14	" 15	
Princess May.....	" 20	" 21	
Princess Royal.....	" 26	" 27	
Princess May.....	Oct. 2	Oct. 3	
Princess Royal.....	" 8	" 9	
Princess May.....	" 14	" 15	
Princess Royal.....	" 20	" 21	
Princess May.....	" 26	" 27	

**CALLING AT** Swanson Bay, Port Essington, Prince Rupert, Gribble Island, Hartley Bay, Lowe Inlet, and

All sailings subject to change without notice.

On the Alaska trip the greater part of the run is through perhaps the most interesting part of the trip, by reason of our addition to the usual calls of Alaska Steamships. Special merit in the most fantastic display of Totem Poles to be seen in the Northern British Columbia salmon canning industry; PRINCE PORT SIMPSON, an ancient and historical Hudson's Bay trading post.

It will be observed that Canadian Pacific steamships are making a trip to the summit of White Pass and usually permit passengers to visit the top.

The SS. "Princess May" and "Princess Royal" are the latest construction and equipment every care has been taken with a view to comfort with wide double berths. Each has a specially constructed and arranged for a continuous and uninterrupted view of the scenery; also large dining saloons.

**Vancouver and Victoria to Port Essington,  
Seattle, Vancouver and Victoria to Skagway**

For further information apply to

**E. J. COYLE, Assistant General Manager**

# ALASKA COAST SERVICE

## GRAND PACIFIC RAILWAY COMPANY SHIP LINES

### SHIP SCHEDULE, SEASON 1908

Arrive Port Essington, Prince Rupert, Port Simpson	Arrive Skagway	Leave Skagway and Juneau	Leave Ketchikan	Leave Port Simpson, Prince Rupert, Port Essington	Arrive Vancouver and Victoria
May 6	May 8	May 8	May 9	May 10	May 12
" 16	" 18	" 18	" 19	" 20	" 22
" 26	" 28	" 28	" 29	" 30	June 1
June 5	June 7	June 8	June 9	June 10	" 12
" 11	" 13	" 13	" 14	" 15	" 17
" 17	" 19	" 20	" 21	" 22	" 24
" 23	" 25	" 26	" 27	" 28	" 30
" 29	July 1	July 2	July 3	July 4	July 6
July 5	" 7	" 8	" 9	" 10	" 12
" 11	" 13	" 14	" 15	" 16	" 18
" 17	" 19	" 20	" 21	" 22	" 24
" 23	" 25	" 25	" 26	" 27	" 29
" 29	" 31	Aug. 1	Aug. 2	Aug. 3	Aug. 5
Aug. 5	Aug. 7	" 8	" 9	" 10	" 12
" 11	" 13	" 14	" 15	" 16	" 18
" 17	" 19	" 20	" 21	" 22	" 24
" 23	" 25	" 26	" 27	" 28	" 30
" 29	" 31	Sept. 1	Sept. 2	Sept. 3	Sept. 5
Sept. 5	Sept. 7	" 8	" 9	" 10	" 12
" 11	" 13	" 14	" 15	" 16	" 18
" 17	" 19	" 19	" 20	" 21	" 23
" 23	" 25	" 26	" 27	" 28	" 30
" 29	Oct. 1	Oct. 2	Oct. 3	Oct. 4	Oct. 6
Oct. 5	" 7	" 8	" 9	" 10	" 12
" 11	" 13	" 14	" 15	" 16	" 18
" 17	" 19	" 20	" 21	" 22	" 24
" 23	" 25	" 26	" 27	" 28	" 30
" 29	" 31	" 31	Nov. 1	Nov. 2	Nov. 4

Port Simpson and Ketchikan. Also at Alert Bay, China Hat, under special arrangement.

through the channels and islands along the coast of British Columbia, many calls along the Northern British Columbia coast, which are in addition is made of the stop at Alert Bay, where can be seen perhaps the mouth of the Skeena River; ESSINGTON and SKEENA RIVER, the headquarters of the Grand Trunk Railway, the Pacific terminus of the Grand Trunk Railway, and a trading post with its large Indian village.

remain in Skagway sufficient time to give passengers an opportunity of making a trip as far as White Horse.

best equipped steamships operating on the Alaska service. In their view to their comfort for passengers. The rooms are large and fitted with observation ladies' observation room on the upper deck forward, affording a observation smoking room for men on the upper deck aft.

**Prince Rupert, Port Simpson and return, \$36.00**  
**and return . . . . . 60.00**

For information write  
**Passenger Agent, VANCOUVER, B. C.**



# SAILINGS

## Vancouver-Victoria-Seattle Route

### SS. "PRINCESS VICTORIA"

During the Summer Season makes the round trip six days per week.  
See current time tables for schedule.

## Northern B. C. Route

### SS. "PRINCESS BEATRICE"—SS. "AMUR."

from Victoria and Vancouver, calling at

Campbell River,	Bella Bella,	Lowe Inlet,	Pt. Simpson,
Alert Bay,	China Hat,	Pt. Essington,	Naas,
Hardy Bay,	Swanson Bay,	Skeena River,	Bella Coola,
Rivers Inlet,	Gribble Island,	Prince Rupert,	Skidegate,
Namu,	Hartley Bay,	Metlahkatlah,	Ikedo Bay.

## Van Anda, Lund, Hardy Bay, Etc.

### SS. "QUEEN CITY"

from Victoria and Vancouver, calling at

Pender Harbor,	Quathiaski Cove,	Salmon River,	Hanson Island,
Scotch Fir Point,	Menzies Bay,	Port Neville,	Alert Bay,
Van Anda,	Granite Bay,	Port Harvey,	Sointula,
Powell River,	Shoal Bay,	Forward Bay,	Port Rupert,
Lund,	Rock Bay,	Boat Harbor,	Hardy Bay.
Campbell River,	Bear River,		

## West Coast, Vancouver Island

### SS. "TEES"

From Victoria, calling at

Port Renfrew,	New Alberni,	Mosquito Harbor,	Ehateset,
Carmanah,	Sechart,	Sydney Inlet,	Kyuquot,
Cloose,	Ucluelet,	Hesquiat	Quatsino,
Dodger's Cove,	Clayoquot,	Ranche,	Whaling Station
Bamfield Creek,	Mission,	Nootka,	and Cape Scott.
Uchucklisit,			

For dates and times of sailings see current time tables.

## Upper Fraser River Route

### SS. "BEAVER"

Leave New Westminster 8.00 a.m. Monday, Wednesday, Friday.  
Leave Chilliwack 7.00 a.m. Tuesday, Thursday, Saturday,  
calling at landings between New Westminster and Chilliwack.

## Lower Fraser River Route

### SS. "TRANSFER"

Leave New Westminster Monday, Tuesday, Wednesday, Thursday  
Friday, Saturday, 2.00 p.m. Additional trip Monday 5.00 a.m.  
Leave Ladners Monday, Tuesday, Wednesday, Thursday, Saturday  
7.00 a.m., Friday 6.00 a.m. Additional trip Saturday 5.00 p.m.

## E. & N. RY.

### Vancouver-Nanaimo

#### SS. "JOAN" (E. & N. Ry.)

Leave Nanaimo 7.00 a.m. daily, except Sunday.  
Leave Vancouver 1.30 p.m. daily, except Sunday.

### Victoria-Nanaimo—Nanaimo-Comox-Union

#### SS. "CITY OF NANAIMO" (E. & N. Ry.)

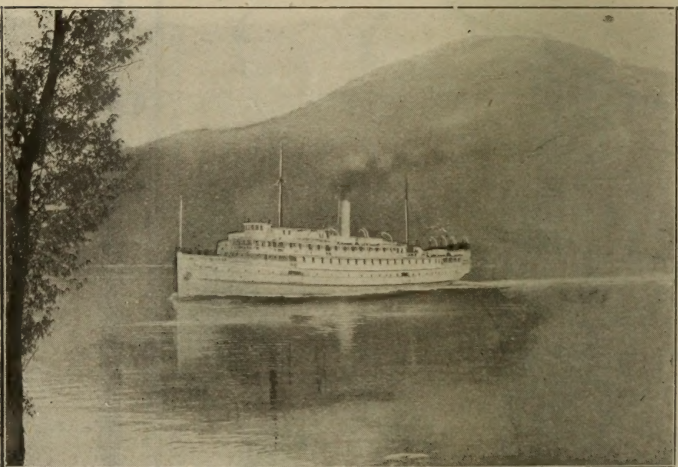
Leave Victoria Tuesday 7.00 a.m.  
Arrive Nanaimo Tuesday 4.00 p.m.  
Leave Nanaimo Saturday 2.00 p.m.  
Arrive Victoria Saturday 9.00 p.m.  
Leave Nanaimo Wednesday 7.00 a.m.  
Arrive Union Bay and Comox Wednesday 2.00 p.m.  
Leave Union Bay and Comox Thursday 7.00 a.m.  
Arrive Nanaimo Thursday 2.00 p.m.  
Leave Nanaimo Friday 7.00 a.m.  
Arrive Union Bay and Comox Friday 2.00 p.m.  
Leave Union Bay and Comox Saturday 7.00 a.m.  
Arrive Nanaimo Saturday 1.30 p.m.

## *British Columbia and Alaska*

The Northland—British Columbia and Alaska, with their wealth of scenery unequalled in any part of the world, their historic associations which take one back to the early nineteenth century days of Baranoff and Russian occupation, and their great gold camps of Atlin, the Klondike and the Tanana—is the loadstone which annually draws an ever-increasing stream of tourists.

This river of sightseers pours itself out over the Land of Magic from early June to September and not a single spectacle is lost for these are the nightless days of the great northern summer. Health seekers, idlers, sportsmen, scientists and seekers after investments in the land where in the old days gold dust was more common than potatoes—all these flock towards the sun-kissed Arctic Circle in search of their ideals, finding them while taking life leisurely in this boundless territory of enchantment.

The Thousand Islands of the St. Lawrence, the Alps of Switzerland, the fiords of Norway, the petrified forests of Arizona, the Grand Canyon of the Colorado, the Geysers



Along the British Columbia Coast.

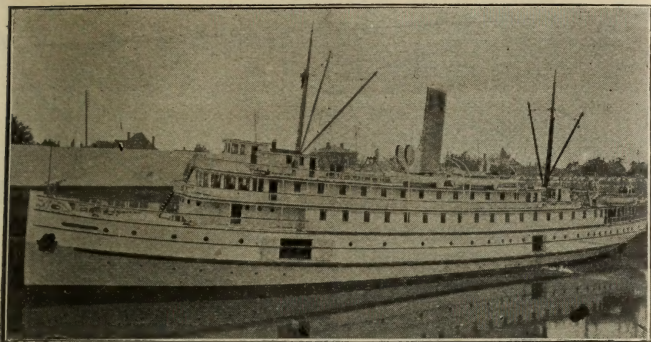
of the Yellowstone and Maoriland and dozens of other world-renowned scenic wonders yield first place in interest to the half-mysterious, wholly-enchancing golden North.

Side trips there are many but the great canal of summer travel lies northward from Vancouver and Victoria through placid, landlocked waters to Skagway at the head of Lynn canal—the portal of the great gold country now tapped by railroads and steamer lines which make travel under the Midnight Sun as speedy and as comfortable as in more southern zones which know nought of Nature in her wildest, and most entrancing garb.

The Canadian Pacific Railway Company has for years maintained the fastest and most modern steamers on the northern route, and has in every manner kept pace with the requirements of patrons. The liners of the company leaving Vancouver and Victoria are a type of ocean-going craft which combine the stability of the deep sea steamer with the conveniences of the coaster. Large roomy state-rooms, spacious dining saloons, social halls, and commodious, upper-deck observation rooms, through the large plate glass windows of which passengers may observe the



# THE PRINCESS STEAMSHIPS



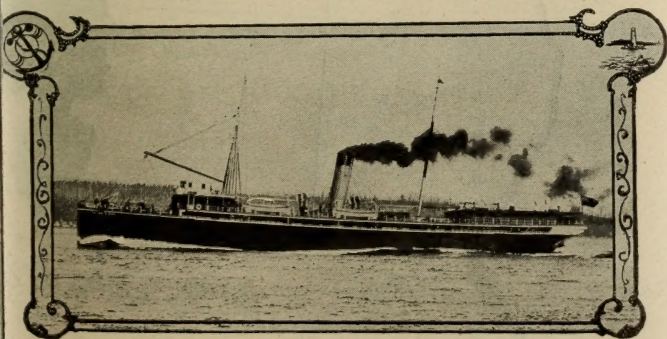
Canadian Pacific S. S. "Princess Royal"  
Northern British Columbia and Alaska Route.

ever-observing panorama of land and sea while taking their ease in luxurious arm chairs—these are some of the features which make travel by the company's steamers one of the great delights of the trip north. Excellent cuisine, service unsurpassed and courteous attention to the wants and wishes of patrons have combined in making the Canadian Pacific the banner route on the coast.

Of the steamers operated on the northern route the Princess Beatrice, Princess May and Princess Royal—the latter a new steamer built specially for the run—are perhaps the best patronized because of their high class and superior accommodation for tourist travel. These steamers are the perfection of the northern fleet.

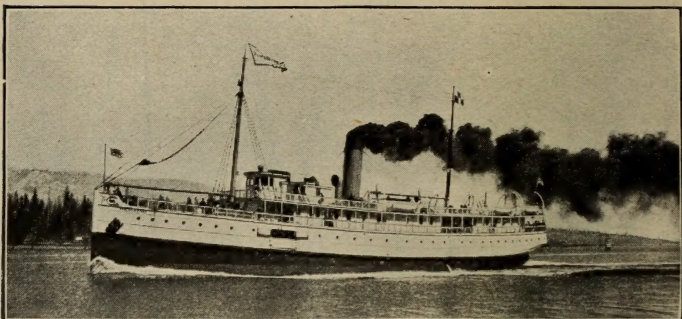
Leaving Vancouver at night one is carried through the Gulf of Georgia and awakens at the end of an eight hour run to find the steamer entering Seymour Narrows, one of the swift water passages for which the coast is famous. It is here that the deep waters first narrow down, hemmed closer and closer by rock-ribbed, tree clad slopes which, as the steamer plows along, seem almost to be within arm's length.

In the distance loom up the great snow-clad peaks on Vancouver Island—icy spires which rise as high above sea level as do the mountains of the Selkirks above their base. Great glaciers which appear as but little rivers of snow and ice are shouldered high up on these pyramids of rock which record the subterranean disturbances of earth when it was early in the making. Lower down the tree line



Canadian Pacific S. S. "Princess May"  
Northern British Columbia and Alaska Route.

## WONDERFUL SCENERY

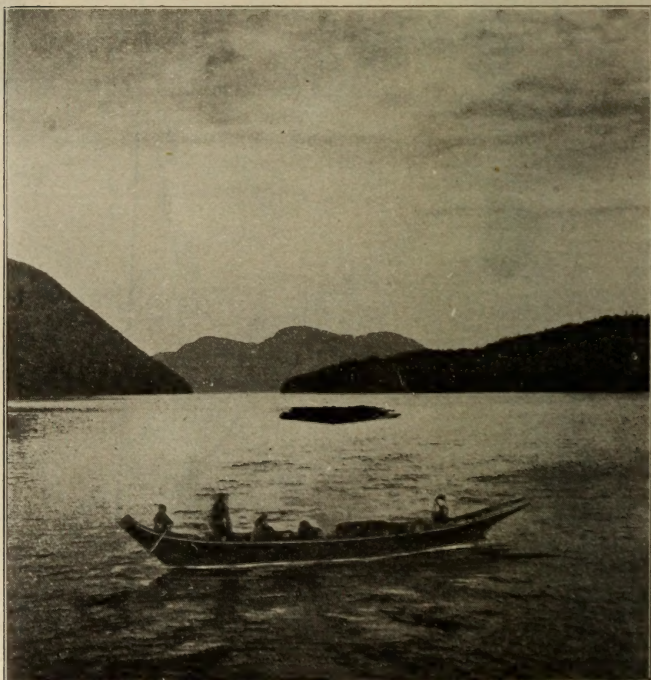


Canadian Pacific S. S. "Princess Beatrice"  
Northern British Columbia and Alaska Route.

stands out, cut boldly in a wavering horizontal sweep by the icy finger of the Snow King whose reign among the clouds is undisputed.

Off to the east as the steamer sweeps along through the ripply, sun-dancing waters of Johnston Strait appear the mountains of the mainland, not so rugged as those of the island but more numerous and forming a barrier between the sea and the fertile valleys of the interior.

The first stop is at Alert Bay, an Indian village and salmon canning station which snuggles cozily along the shores of a deep bay. This point is reached during the afternoon of the first day out and it is interesting because of its wealth of Totem poles, native houses, and Indian war canoes. Because of the raids of representatives of museums and scientific institutions all over the world on the



Along the Beautiful British Columbia Coast.



## SIGHTS WORTH SEEING

Totem poles of the North Pacific—all of which have so far been successfully resisted by the Alert Bay Indians—the poles at this village are the best and most interesting on the entire coast to-day.

Scattered along the one and only street of the village, guarding the houses of ancient chiefs and the council chamber of the "wa wa" house are these quaint and wonderful carvings representative of family and tribal history, wars and glory; these giant monuments rear thirty and forty feet skyward, the one-eyed eagle, the frog, the crouching bear and the composite shapes of mythical animals crowning apex after apex of column built up of a succession of carved figures. Steamers always stop a sufficient length of time to permit a satisfying inspection of these wonders of this people who have lived for centuries on centuries as close to Nature as it has been possible for them to get.

Leaving Alert the steamer winds along through a sea of islands and narrow passages en route to Queen Charlotte Sound, the one portion of the thousand miles of coast separating Vancouver and Skagway which is fully open to the broad Pacific. The three hour run across the Sound is made at night on the trip northward, but the open space is crossed in daylight southbound; and seaward nothing but the meeting point of sea and horizon is to be seen, unless the smoke of some trans-Pacific steamer away off in the distance breaks the unwavering sky line.



Totem Poles at Alert Bay.

Through Fitzhugh Sound and past Rivers Inlet, the center of salmon canning on that section of the coast during July and August, the steamer speeds, carrying one again into the maze of narrow channels and islands which now fringe the coast line all the way to Skagway with the exception of a short run across Dixon Entrance where the open sea is again met for an hour or so. Past Namu, a salmon canning point, the steamer runs through Burke channel and skirts the Indian village of Bella Bella, one of the principal mission stations in the North. The Bella Bella Indians are among the most prosperous on the coast and their picturesque town is proud evidence of their modernity.

Milbank Sound and Finlayson channel are threaded while one of the grandest scenic panoramas in the world is slowly unfolded to the gaze. Mountains, rocky and tree-

## PORT ESSINGTON



Salmon Fishing Boats on Skeena River, B. C.

clad, surround the steamer as she pokes along into passages which appear to be blind, but open out into calm stretches of water in most surprising manner.

The mouth of the Skeena river opens to the view as the vessel rounds the protecting headlands and steams for Port Essington, the next port of call. There is a grandeur of scenic effect about the mouth of this great river of the north which appeals to the sense of the sublime as the boat crawls in towards the towering mountains, skirting a big salmon cannery at Claxton, numerous Japanese fishing stations and little ranches hewn out of the wooded slopes of the great hills.

Port Essington is the headquarters of the salmon canning industry of the Skeena river and it is here the stern wheel steamers, which ply upriver as far as Hazelton, the head of navigation distant 180 miles, tie up to discharge and receive passengers and freight. The run to Hazelton is a famous "swift-water" trip. The powerful little stern wheelers, laden with merchandise and passengers for interior points, leave every few days. The Skeena is one of the largest torrential streams in British Columbia. It cuts its silvery way through the high mountains flanking the narrow valley on both sides and the run through Kitsalas Canyon, where the river contracts and rushes tumultuously between walls of solid rock which rise fifty feet above the stream, is one of the most exciting of experiences.

Port Essington is now the transfer point of supplies and construction material for the Grand Trunk Pacific Railway and during the season of navigation on the Skeena is one of the busiest points on the northern coast.

Steamers work slowly in and out of the mouth of the Skeena during July and August, for it is then the boats of the salmon fishing fleet—thousands of picturesque little brown and white winged sloops—bob serenely to the buoys of long lines of fishing nets which swing and circle with the tide. Dodging in and out among the nets and boats the passengers of the steamers are afforded a close view of the operations of the fleet. Some of the fishermen are hauling in their nets, picking the gilled silvery sockeyes out of the meshes and casting them into the boats; others are casting



# PRINCE RUPERT

their nets. The water seems alive with fish; salmon are jumping in every direction, their scales flashing and scintillating in the sunlight as they splash about on the surface, playing ere they dash for the entrance of the river to meet death either in the nets or on the spawning grounds at the headwaters of the Skeena, for it is a fact that, its mission fulfilled, no salmon ever returns to the sea. It is the salmon fry which descends the stream in the fall months, plunges seaward and loses itself in the depths for four years, when, at maturity, the fish returns to fulfill its inevitable destiny.



An Indian Baby  
of Alert Bay, B. C.

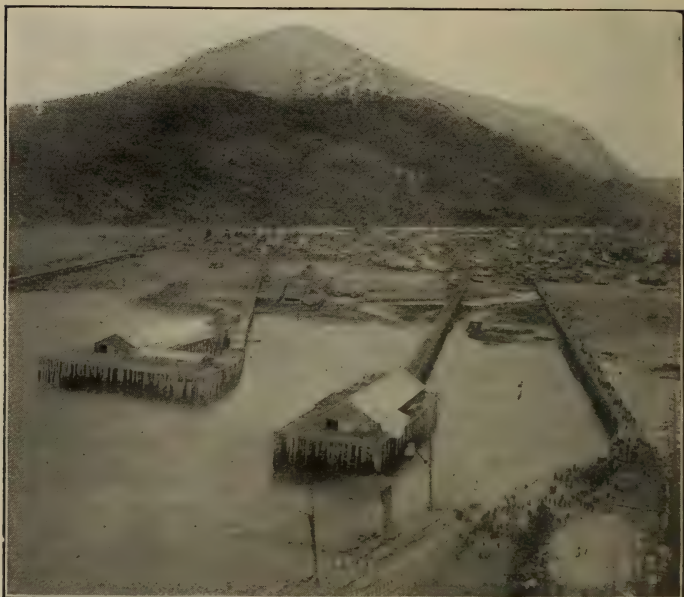
It is but a short run from Port Essington to Prince Rupert, the chosen terminus of the Grand Trunk Pacific Railway. This bustling little place is situated on Kaien island and possesses a magnificent harbor. It is a town of the west in the making. From a fine wharf the single street of the town runs up an easy grade planked all the way for a quarter of a mile, till it meets the forest abruptly. On either side of the planked way there are stores, some pretentious bank buildings, a postoffice, and the offices and boarding houses of the railway company. When the steel tracks have been laid across the Rockies and down the long Pacific slope to Prince Rupert the town will be an important commercial point; to-day it is interesting as the rough-hewn nucleus of what it will be, and as the prototype of what all Pacific coast cities were at one stage of their existence.

Not far from Prince Rupert lies Metlakahtla, the home of the remainder of the once all-powerful Tsimpsean Indians, who with the fierce Hydahs, of the Queen Charlotte islands, once divided the savage authority of the northern coast. Metlakahtla is an important Mission center and is now a model Indian village where quaintly woven baskets and wood and slate carvings are to be obtained from the natives.

On through the narrow reaches of Cunningham Passage the steamer speeds to Port Simpson, once the rival of Prince Rupert as the terminal of the new railway. Port Simpson was selected by the Hudson Bay Company early in the last century as a headquarters point for the fur-trade of the northern coast. When the agents of the company arrived there they found a populous Indian village, the inhabitants wholly barbarous and steeped in all the horrible practices of savagery. There a fort was built and a trading post established and the business is there to this day.

In the trading post there is maintained a diary, the entries of which recount many a tale of love, hate, murder and war in the early days. On the walls of the office of the government agent there is a dingy little painting in oils—the work of a chief long since gathered to his fathers—which depicts the first raid made on the village by the warlike Hydahs after the arrival of the Hudson Bay men. It had grown to be a pastime with the Hydahs to propel their great war canoes across the sea from the Queen Charlotte islands to Port Simpson, steal quietly upon the village, slaughter the inhabitants and make off with the spoils of the game. The Hudson Bay men brought firearms and instructed the Indians in the use of them. Not long afterward the Hydahs arrive to clean up the village again. The

# SKAGWAY, ALASKA



Skagway, Alaska.

surprise they met with is shown in the little oil painting—and that was the last raid of the ferocious islanders.

Not far from the wharf at Port Simpson is a queer looking structure, a frame work of immense logs; it was there when the Hudson Bay men arrived. It was in those days a "guest house" of the Chiefs and its supporting logs were grounded in the earth on top of living bodies. The tale of this house built upon the bones of human sacrifice is one of the interesting stories of the old Indians.

Following a short run across the innermost reach of Dixon Entrance, an arm of water open to the sea, the steamer is again in land-locked passages and heading for Ketchikan, the port of entry for Alaska where all the customs house requirements of the United States government have to be fulfilled. This busy town is the headquarters of an extensive copper mining district. Many of the important mines tributary to it are situated upon Prince of Wales island close by. Ketchikan is also the center of an extensive fresh halibut and canned salmon trade. The town is built along the waterfront but runs back up the hill for some distance. It is one of the most important points in Alaska commercially and a ramble through its odd little streets will disclose many things interesting. Steamers always stop from half an hour to an hour at Ketchikan.

From Ketchikan a jump is made to Wrangel, the point of trans-shipment of freight destined for the Stikine river placer gold mining country. It is also the place where the hunters after big game debark to take the stern wheel river steamers for Glenora and Telegraph creek at the headwaters of the Stikine river. There lies the paradise of big game hunters where Moose, Caribou, black and grizzly bears abound. Wrangel is a straggly, picturesque little town, much of the glory of which has departed. There may be secured specimens of the famous Alaska "diamonds" which are in reality immense garnets. The stones would be among the most valuable of gems because of their immense size were it not for the fact that a clear, unclouded crystal has never been found in the shale formation in which they are found not far from the town.



# JUNEAU, ALASKA

Glacier after glacier, stretching wide-mouthed at the water's edge—some are miles across at their face—sweep down from the icy fastnesses of the great mountains, greenish-white masses of perpetual ice and snow thousands of feet deep and ever shoving towards the sea with the irresistible force which grinds and pulverizes deep valleys through the rocky hills—veritable living pestles in the gigantic mortar of nature.

Rounding into Lynn canal after a stop at the mining town of Juneau, the steamer is in a narrow reach of water which pierces inland a distance of one hundred miles, mountains towering high on each side.

Juneau is just as lively a place as Ketchikan. It is a large center of mining population, one of the greatest low grade gold mines the world has ever produced being situated just across from the town on Douglas island. This is the Treadwell mine where millions of dollars have been ground out of ore which averages less than \$2 per ton in value year in and year out.

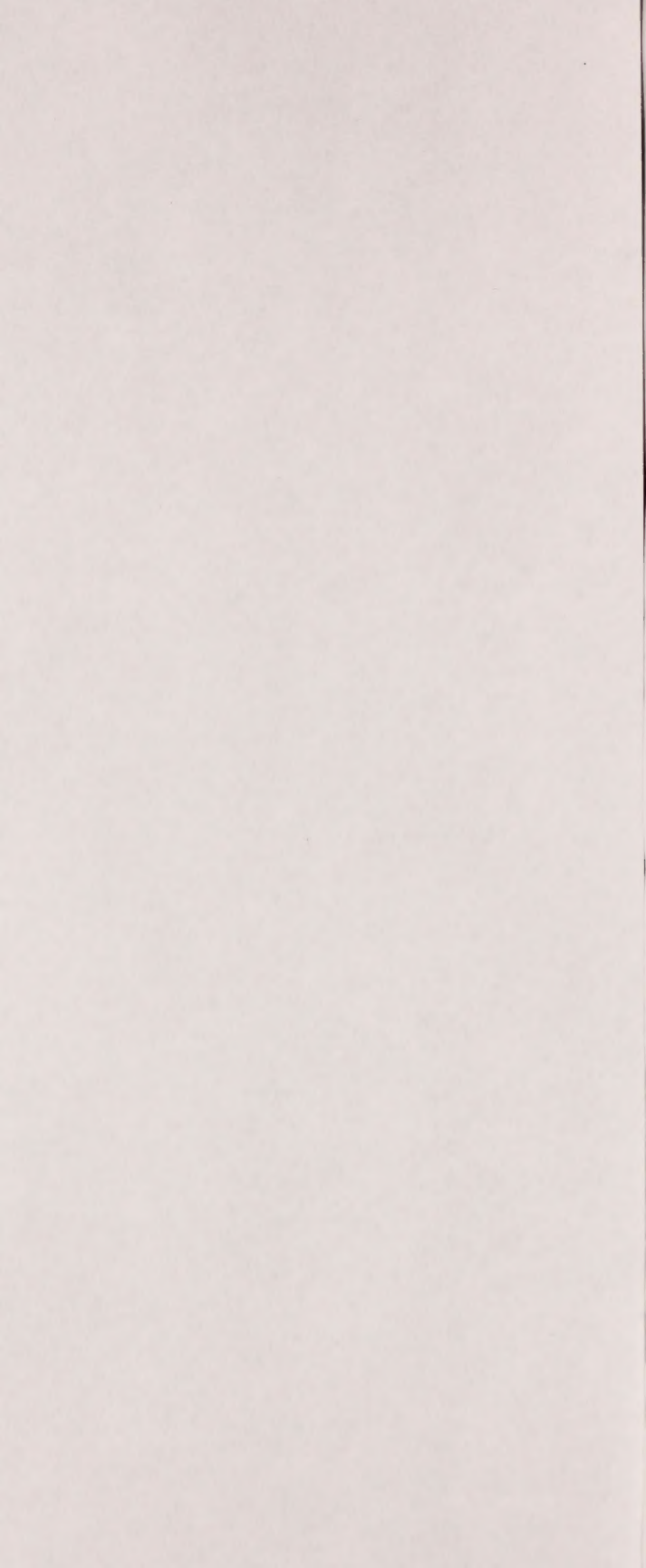
The largest stamp mill in the world is situated at the Treadwell mines. From over two thousand stamps, each one dropping on its mortar shoe at the rate of 90 times per minute, or an aggregate of 180,000 drops every minute, there issues a thunderous roar which reverberates through the still air and may be heard for miles. A visit to the stamp mills is the sight of a lifetime.

The last leg of the journey is up the narrow reach of Lynn canal through placid waters to the head where Skagway lies sprawled across the delta of the Skagway river which leads to the Summit of White Pass, a forbidding entrance to the golden valleys beyond. It was this same stern old White Pass which throttled the budding hopes of thousands of gold-seekers in the early days of the Klondike rush. Precipitous, rock-scarred and devoid of vegetation the White Pass was a gateway which admitted none but the sturdy and the resolute, and its resistance to those less endowed did much to prevent the Yukon valley from becoming the grave of thousands of men ill-fitted to battle with the privations of life in a country where the laws of nature were rough and pitiless in their guardianship of the hidden treasures of golden dust. The faint hearted were swept back by the dangers of the first battle with nature personified in the White Pass, and they returned to Skagway, which was a town of five or six thousand people, ever going and coming in the days of '97 and '98—the halcyon days of the greatest gold rush the world has ever seen.

At night the steamer pulls out from Skagway on her homeward run down the coast and during the next three days new points of interest are constantly being opened to the gaze of the sightseer on this, the most entrancing voyage on the inland seas of the North Pacific.

The steamer remains at the Skagway wharf sufficiently long to permit passengers the opportunity of making the round trip to the Summit of the White Pass by the White Pass & Yukon Railway, and at times permits an opportunity to make the trip as far as White Horse.

The return trip of steamer covers practically the same route as taken on the Northbound trip, giving passengers an opportunity to revisit the places with which an acquaintance has already been made on the journey north. The trip occupies about eight days and with the exception of a short reach crossing Queen Charlotte Sound, the route is inland and the water calm, the passengers thereby receiving all the benefits of an ocean voyage and escaping all its distressing inconveniences. In this way Vancouver is reached and the trip is over, the passengers disembarking with the consciousness of time well spent among sights worth seeing.







ROUTES OF THE  
**CANADIAN PACIFIC**  
**RAILWAY COMPANY'S**  
STEAMERS  
BRITISH COLUMBIA COAST SERVICE

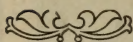
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SCALE OF STATUTE MILES  
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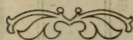


# Totem Pole

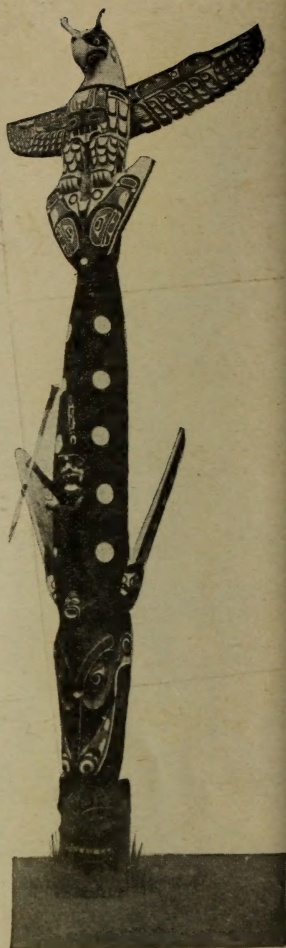
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